

MIDDLEBURY REGISTER

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JOSEPH BATTELL,

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 THREE MONTHS IN VERMONT40
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The Register will be found on file at the Congressional Library reading room, Washington, D. C.

FRIDAY, MAY 17, 1912.

State and County Officers.

At the county convention in June for the nomination of County and State officers; Hon. Millard F. Barnes of Chimney Point will be a candidate for Lieutenant Governor. We think the County will be a unit in his support not only from county pride but because of the intrinsic worth of the man and his fitness for the office.

For county senators Mr. Robert W. McCuen of Vergennes and Judge Frank C. Dyer of Middlebury are in the field. Two years ago Mr. McCuen and Mr. Dyer had a good support and we think this year there will be little if any opposition to them and if elected will perform the duties of their office with credit to the County and benefit to the State.

For States Attorney the Register urges the name of Mr. Albert W. Dickens. We believe him well qualified for the office and that he will prosecute the cases brought to his notice without fear or favor.

Letter from Col. Roosevelt.

Col. Theodore Roosevelt has written the following letter to Hon. I. A. Caswell of Minneapolis, Minn.:

New York, May 10, 1912.

Hon. I. A. Caswell, Chairman of the Roosevelt Committee and Clerk of the Supreme Court, Minneapolis, Minn.

I wish it had been possible for me to go again to Minnesota. Unfortunately, it is physically impossible. Nine states have now held Presidential primaries, or their equivalent—North Dakota, Wisconsin, Illinois, Pennsylvania, Nebraska, Oregon, New Hampshire, Massachusetts and Maryland. These states, the only ones in which there has been a free chance for the expression of the popular will, are to be represented by 256 delegates in the Chicago convention. Forty of these delegates are instructed for President Taft and 216 are against him.

He has carried but two of the nine states—New Hampshire and Massachusetts—while in Massachusetts the Roosevelt delegates-at-large were elected by over twice the majority which Mr. Taft obtained on preferential vote. In Maryland the majority against Mr. Taft was about the same, proportionately, as the majorities for him in Massachusetts and New Hampshire. In the other seven states the majorities against him range from two to one to twenty to one.

In all the states together about three out of every four of the Republicans who voted at the primaries were against Mr. Taft. If primaries could be held in all the states there would undoubtedly be no substantial variation from these figures, and Mr. Taft could by no possibility have two hundred votes in the Chicago convention. Mr. Taft's chance of renomination lies solely in securing at Chicago delegates who will misrepresent the will of the people. He can get these delegates, not in the primary states, but in the convention states, where delegates are chosen under the old system, and even in these states he can only get them where the state is ruled by a boss.

After a prolonged experience of me as President practically all of the big bosses in the Republican party dislike me so heartily that they opposed Mr. Taft's nomination because I favored it. They were afraid that Mr. Taft would give them the same kind of trouble that I had given them. After three and a half years' experience of Mr. Taft since he has been elected, these same men have turned around and heartily favor his renomination. They were opposed to me four years ago, and they are opposed to me now. They were opposed to Mr. Taft four years ago, when they had not tried him as President, and they heartily support him now.

These men include, for instance, Mr. Gallinger in New Hampshire, Mr. Aldrich in Rhode Island, Mr. Penrose in Pennsylvania, Mr. Keating in Indiana, Mr. Lorimer in Illinois, Messrs. Guggenheim and Evans in Colorado, Mr. Calhoun and the Southern Pacific Railway crowd in California, and the Amalgamated Copper crowd in Montana and in your own state they include Mr. Smith and Mr. Tawney.

The fight is a nation-wide fight of the plain people against the bosses. There is just one candidate whom it is possible to nominate against the bosses, and

that is myself. Every vote for every other candidate from now on is in reality a vote for Mr. Taft. The fight is against the bosses in Minnesota, as it is everywhere else. A vote for Mr. Taft is a vote for the bosses; it is a vote for Lorimer, for Penrose, for Guggenheim, for Gallinger and for all the rest of them; and it is a vote for these men, whether it is cast in Minnesota or in Massachusetts or in Ohio or in New Jersey or in California.

I became a candidate only when I became convinced that no other progressive candidate could by any possibility be nominated against Mr. Taft. The contest has gone so far as to make it now evident that I certainly can be nominated against Mr. Taft, and that either I shall be nominated or else a reactionary will be nominated. It is also evident that not only every progressive Republican but every man who believes in decency and honesty in politics, who is against boss rule and for the genuine rule of the people, and is for the elimination of special privilege and for efficient endeavor to secure social and industrial justice can achieve his purposes only by supporting my candidacy.

My personal interest is of no concern one way or the other, but it happens that at this time I typify and embody the great cause which can only be furthered by supporting me. Almost everywhere where I have been able to appear personally in this campaign and fight the bosses we have beaten them, and I ask that Minnesota stand beside Oregon and Illinois, Pennsylvania and Nebraska, Maine, Kansas and Maryland in this fight.

THEODORE ROOSEVELT.

PANAMA CANAL PEACE AGENT.

Likely to Draw Britain, Germany and United States Closer Together.

London, May 11.—The announcement of Baron Marschal von Bieberstein's appointment to the German Embassy in London has been prolific of speculation as to the reasons for his transfer from Constantinople. It is idle to detail them all, but it is enough to say that the best informed circles in London agree that Von Bieberstein's selection for the London post is indicative of a desire, on the part of the Kaiser, to pursue a policy of amelioration of the relations between England and Germany.

It is learned that the choice of Von Bieberstein was influenced not only by his recognized capacity as a diplomat, but also by the fact that he enjoys in his native land a large measure of popularity by which the policy he is to represent will benefit.

A new reason for cultivation of better relations with Germany is invoked by the Weekly Outlook. It is, briefly, that owing to the German menace in the North sea, England has had to concentrate her native forces in home waters and consequently had to withdraw from the Pacific.

"The opening of the Panama canal," says the Weekly, "will inaugurate a secular struggle for predominance, and the vast Pacific ocean will belie its name in a sense in which it has never done so in the past."

"England has not withdrawn her fleets from the Pacific through stupidity or indifference. The compelling reason has been the menace of the North sea. The first duty of the government is the extinction of any obstinate and unnatural enmity between ourselves and Germany, two powers whose amity and co-operation are going to be more and more essential to the most momentous interest of civilization and Christendom."

"The opportunity for approximation between ourselves, the German empire, and the United States may be found in the approaching inauguration of the Panama canal. Some arrangements might, then, be feasible which would bring into line these three powers, the main supports of all that we value in our European or western religion and tradition."—Boston Herald.

PAY OUT \$7,000,000

Amount Covers Risks on Hull, Cargo, Shipment, Bonds and the Personal Effects of the Passengers.

London, May 10.—Liabilities totaling approximately \$6,875,000 were discharged today by Lloyd's underwriters and marine insurance companies as a result of the Titanic disaster.

The insurance on the hull amounted to \$3,690,000, this risk being held by the insurance concerns, while the remainder was held by the White Star Line. The costliest item in the cargo was a consignment of rubber worth about \$125,000. About \$1,500,000 covers the loss of personal effects belonging to passengers, shipment bonds also being included in the latter sum.—New York World.

The Roosevelt Program.

Ferrero, the Italian historian, probably the most noted writer upon the philosophy of current history, in a letter to the Paris Figaro, reviews the present contest within the Republican party. To his mind it is a social and economic contest rather than a political one. He closes his review with the following:

"Roosevelt had seized the importance

of this movement of The Middle Classes, and, although complicated by all sorts of interests and passions, it has as its aim the simple, strong, and healthy Idealism which characterized the Union in its Infancy."

This testimony of so accurate a student of the psychology of contemporary events cannot be brushed aside as the emanations of a "publicity bureau," or the vapors of an "egotist." It is exactly the view that the best students of social conditions take of the Roosevelt movement, and it is so because that is exactly what the Roosevelt proposition means—getting back to first principles, the simple and healthy and sturdy idealism that prevailed in this nation in its infancy—namely, that the people rule.

That does not carry with it the proposition that they must or can use the same machinery of government that was used in earlier days any more than that the pursuit of industry means going back to the scythe and spinning wheel. But it does mean the elimination of a lot of machinery now in use which is expensive, subversive of popular government, and without the reach of the people.

It means keeping within the reach and power of the people machinery and methods whereby they can always register their wishes as to how the Government should be run and who should run it, and, which is equally important, enforce their wishes if there is a disposition in certain quarters to ignore them.

Getting back to first principles and a healthy idealism, sums up the entire Roosevelt program.—Washington Times.

The Delegate Record to Date.

The backbone of Mr. Taft's strength, as claimed by his supporters, in the Chicago convention is composed of these delegations:

Alaska	2
District of Columbia	2
Hawaii	6
Philippine Islands	2
Porto Rico	2
Alabama	20
Arkansas	18
Florida	12
Georgia	28
Louisiana	20
Mississippi	20
South Carolina	18
Tennessee	24
Virginia	24

Total 196

There is not a possible electoral vote for the Republican party in that list.

Nearly the entire list, indeed, is contested, but the Taft people take no account of a little thing like that.

Now look to the other side. The backbone of Mr. Roosevelt's strength is in the following list of Republican States, carried for him by wonderful votes, uncontested, and certain to give practically all their electoral votes to the Republican party:

Illinois	56
Indiana	10
Kansas	18
Maine	12
Maryland	16
Massachusetts	14
Missouri	26
Michigan	8
Nebraska	16
North Carolina	20
Oregon	10
Pennsylvania	70
Minnesota	24
Washington	14

Total 302

There is nothing to be added. Taft has practically nothing behind him that will go Republican; Roosevelt has practically everything behind him that can go Republican.—Washington Times.

The Nomination Muddle.

All the delegates yet to be elected to the Republican national convention will either be carried by Roosevelt or claimed by him through contesting delegations. The situation has been little different from that for many days. The body that decides on the contests thus decides on the nomination. Roosevelt needs to carry nearly all the delegates that remain, or to effect equivalent additions by winning over or successfully challenging some of the delegates already quoted in Taft's favor.

It is hard to exaggerate the "mix-up" into which our nominating machinery has fallen. The Massachusetts complication was bad enough; that in Maryland is considerably worse. California is preparing to walk into a controversy if the Taft delegates win, because they are running in apparent disregard of one of the technical precepts of the California law. In Texas a controversy over the power of the state convention on the 27th to override district preference has already broken out.

The first thing the conventions of both parties ought to do in the interests of uniformity, effectiveness and ordinary honesty is to evolve a system of nominating a President. And the states should as rapidly as possible adjust their local laws to it. Otherwise our mechanism of President-making will have completely broken down. The danger is that the voters of the party will not abide by any result evolved from such a distressing mix-up as that with which we are now confronted. The defeated

faction is sure to cry "fraud," and to withhold its support on election day, regardless of all other arguments. And no party can afford a preliminary struggle, the chief effect of which is to rend the organization in twain.

Here is the solitary issue on which the Progressives of this country have been united. It accordingly behooves them to exercise special diligence in perfecting some device for "letting the people rule," decently and in order.—Boston Herald.

One Cause and Effect.

For a reason which he keeps a mystery, State Highway Commissioner Bigelow of Pennsylvania refuses to the public daily access to the lists of licenses granted in that State to automobile owners. Every State in the Union excepting Pennsylvania keeps its registration books constantly open, so that public-spirited organizations like the National Highways Protective Society may inform themselves at a moment's notice as to any particular licensed number. Bank robbers in an automobile may cross the line from Pennsylvania to New York, blow up a safe and scuttle away with their booty, with no means of identification save a license number registered with Commissioner Bigelow, and withheld by him from the public.—New York Times.

A series of accidents so commonplace as to cause their recklessness to be disregarded is reported from Atlantic City. An automobile containing two men was running toward Philadelphia when another machine with a young woman at the wheel came around a curve like an express train. The young woman's escort made a frantic attempt to take the wheel; but he was too late. The young woman drove into the other machine at top speed, both cars were smashed to bits, the young woman seriously injured and the driver of the other car dangerously. The injured persons were taken to receive medical attention, and after two hours the young woman and her escort boarded a train for Philadelphia and departed, refusing to give their names and abandoning their machine.

So long as such savage and uncivilized performances by automobilists are not made impossible by public opinion aided by action of the automobile clubs, just so long will the opinion persist that the average automobilist is a criminal fool, even though such a sweeping generality be unjust.—New York Sun.

Two Fatally Injured in Auto Crash.

Braintree, May 12.—Two persons were probably fatally injured and three others badly hurt when a touring car collided with a telephone pole and overturned at Elm and Adams streets shortly before 11 o'clock tonight. Those seriously injured were James H. Spaulding of Washington street, who had both legs broken and suffered internal injuries, and Mrs. James C. Marlowe of 1963 Dorchester avenue, Dorchester, whose left ankle and breast bone was broken.

They are both at the Quincy Hospital and physicians there hold out little hope for their recovery.

The others injured were Miss Grace Reynolds, whose left leg was sprained and who was cut severely about the face; William Everett and James C. Marlowe, whose left ankles were badly sprained.

The touring car was being driven up a steep incline on Adams street when Spaulding attempted to make a sharp turn into Elm street.

The machine crashed into a telephone pole and overturned.

Maurice Lilley, in front of whose house the accident occurred, ran to the injured persons' assistance.

Boston Broker Thrown from Carriage in Runaway.

Joseph F. Flanagan, a Boston broker, whose house is at 71 Walnut park, Newton, was the victim of a runaway accident Saturday, after an automobile had crashed into the spirited horses he was driving, at Beacon and Arlington streets, Back Bay. Mr. Flanagan was driving one of his prize hitches which have figured at local horse shows.

As he attempted to turn into Beacon street the automobile, running in the opposite direction, struck the end of the pole and frightened the horses. The animals wheeled sharply and ran toward Charles street. Finally the carriage struck the curb and Mr. Flanagan was thrown out, sustaining a cut on his forehead and severe bruises. He aided in stopping the horses, however, and after his injuries had been dressed turned over the reins to his coachman, William Evans, who accompanied him, and was driven to Newton.

Young Woman on Bicycle Knocked Down by Auto.

Miss Minnie Trask, 19-year-old daughter of Mr. and Mrs. E. S. Trask of Bridge street, Beverly, while riding her bicycle in that city Saturday night was knocked down by an automobile owned by F. R. Spaulding of Manchester, and driven by his son, Evan. Young Spaulding carried the injured girl to the Beverly Hospital. Her condition is not serious.—Boston Herald.

Bilious? Feel heavy after dinner? Tongue coated? Bitter taste? Complexion sallow? Liver needs waking up. Doan's Regulax cures bilious attacks. 25 cents at any drug store.

EDITOR FLUNG FROM HORSE

Auto Frightened Mount of Carlton J. Garretson of Judge-Occupants Never Stopped.

Carlton J. Garretson, one of the editors of Judge and Leslie's Weekly, was taken unconscious to Harlem Hospital last night with a possible broken neck and internal injuries, which are expected to cause death. He was thrown from his saddle horse at One Hundred and Forty-fifth street and Seventh avenue when the horse was frightened by an automobile.

Mr. Garretson, who is thirty-three years old, lives at the Sunset Reed Apartments, No. 537 West One Hundred and Twenty-first street, with his wife and small son, Garret J. Garretson. He went for a ride in the Bronx yesterday, and was galloping home, where he was to have given a dinner for some friends.

After crossing Macomb's Dam bridge, Mr. Garretson put his horse to a canter and was close to the curbing, going down Seventh avenue. The automobile, which contained several men and women, was coming fast. The chauffeur sounded his horn and then ran so close to the horse that he dodged and bolted to the pavement, unseating his rider.

Mr. Garretson fell on his head. The horse ran for several blocks and was stopped by a policeman. Although the occupants of the automobile saw the accident they did not stop.

Mr. Garretson was taken to the hospital by Dr. Pratt. Because of his critical condition the doctors were unable to make more than a superficial examination. They agreed that if his neck was broken there was no hope for his recovery.

Mrs. Garretson and her guests were at dinner when a policeman arrived to tell of the accident. At a late hour Mr. Garretson was still unconscious.

Mr. Garretson was transferred, shortly after 11 o'clock, to the Presbyterian Hospital, at Seventieth street and Madison avenue, on his wife's request.—New York World.

CRASHES THROUGH FENCE.

Auto Occupants have Remarkable Escape from Injury.

Middleboro, May 10.—A large touring car, owned by Thomas H. Kearns of New Bedford, driven by his son and occupied by a number of his son's young friends, on the way from Lakeville, a small town near here, to New Bedford late last evening, left the road just outside of Lakeville, smashed through a heavy board fence, rolled 40 feet down an embankment and landed in six feet of water in Lake Assawampsett without injuring any of the occupants of the car.

Young Kearns and several of his boy friends had come to Lakeville last evening from New Bedford for a pleasure spin. They left Lakeville for the return trip a little after 10 o'clock p. m. A Middleboro automobile from the Shaw garage passed them on the road just as they were leaving Lakeville and said the car was going at a high rate of speed.

As the road which they were taking to New Bedford goes by Lake Assawampsett it takes a sharp curve. Apparently the boys in the car knew nothing of this, for they ran into the fence which separates the highway from the lake below at top speed.

The big car ripped through the heavy boards of the fence like paper, and rolled over and over again down the embankment of gravel and stones, flopped into the lake which was about six feet deep at that point.—Boston Herald.

Farmers, mechanics, railroaders, laborers rely on Dr. Thomas' Eclectic Oil. Takes the sting out of cuts, burns or bruises at once. Pain cannot stay where it is used.

JOY RIDER HELD IN BAIL.

Youth Who Tried to Make Borrowed Auto Mind Will Face Court May 20.

Herbert McClutchey, 18 years old, 5 Juniper street, Roxbury, charged with operating an automobile without authority, as a result of a wild ride Friday night in a borrowed automobile, was placed under \$200 bonds, and his case was continued in the Roxbury court until May 20.

It was a bit warm Friday night. McClutchey, the police say, stepped into the machine owned by Edward M. Curran of 40 Linwood avenue, Dorchester, as it stood on Greenville street, Roxbury, and started out for a cool ride. He failed to get it.

McClutchey is inexperienced in the handling of automobiles, and only by the most lucky chances escaped injury, as the machine careened from curb to curb, in and out of the way of cars and wagons. Pedestrians fled to safety as the car turned into East Broadway, and many persons at the transfer station made a hasty dash to the sidewalk.

A large crowd chased the machine as it was driven unsteadily down Broadway, and at the corner of I and Broadway Officer Grimes of station 16 joined in the pursuit, overtaking the machine on Emerson street.

The auto was driven to the station with a large bodyguard in attendance. The owner called later for the machine, which was somewhat damaged.—Boston Herald.

KILLED IN AUTO ACCIDENT.

Atty. W. H. Dietzman Crushed Under Car That Turns Turtle in Weston.

One man was killed and three were badly injured by the overturning of a touring car Saturday night in a ditch beside Central avenue, Weston, near Wayland line.

William H. Dietzman of Clinton suffered a fractured skull. He died at the Waltham Hospital at 9:10 o'clock.

The injured are:

Fairbanks, C. Frank, Jr., of Clinton, broken arm and multiple injuries.

French, Harold, of Clinton, broken arm, possible internal injuries.

Morse, Cleveland, chairman of the Clinton board of selectmen, gashed face and contusions.

The accident was caused by the blowing out of a rear tire. The party was headed toward Clinton from Boston in Mr. Fairbank's new touring car. Fairbanks was driving.

When the tire went the car became unmanageable. It sheered off to the right and into the ditch. After a short run it turned turtle, throwing the four passengers out and crushing Dietzman. The car did not stop, but rolled over again, and when it came to a stop had made a complete somersault and was practically standing on its wheels again.

All four men lay stunned. An ambulance was on hand quickly and the injured were taken to the Waltham Hospital.—Boston Herald.

Malden Man's Skull Fractured

When Horse Runs Away.

Losing control of his horse, who took fright at a passing automobile, Wm. J. Gafferny of Clark street, Malden, was thrown from the seat of the New England Gas and Coke company wagon he was driving on Eliot street, Everett, at 1 o'clock Saturday morning, when the wagon collided with an iron lamp-post. Gafferny's skull was fractured and he was removed to his home, where he is now in a serious condition.

The horse broke loose from the wagon and continued in his runaway. On Main street, near Appleton street, Malden, he rushed headlong into an inward bound Malden-Boston car and was instantly killed. A small panic was created, but the passengers on the car were soon quieted.—Boston Herald.

MORGAN STALLIONS

Victor,
Scotland, Vermont
and
Ben Lomond

Will be kept this season at the
Bread Loaf Stock Farm
Middlebury, Vt.

These stallions are all by Gen. Gates, premier stallion at the Government Morgan Horse Farm, Weybridge, Vt.

They are all from inbred Morgan mares and individually of superior excellence.

Registered in the American Morgan Register.

TERMS--\$15, with privilege of return if mare does not prove in foal.

Middlebury, Vt., April 25, 1912.